

# U. S. STEAMER WRECKED, BUT ALL ON BOARD SAVED

Passenger Ship Minnesota Hits Rock  
Near Entrance to In-  
land Sea.

## WIRELESS CALLS BRING HELP

Passengers, Among Whom Were Mrs.  
Francis B. Harrison and Children,  
Transferred to Another Vessel,  
Which Is Due at Kobe To-Day.

KOBE, JAPAN, April 12.—The Ameri-  
can passenger steamer Minnesota, ply-  
ing between Japanese ports and Seattle,  
struck a rock last night off Iwakima,  
near the southwestern entrance to the  
Inland Sea. A hole 120 feet long was  
ripped in the forward part of the  
vessel, but the steamer remained afloat.  
Later her passengers were transferred  
to the steamer Canaw, which is due to  
arrive here to-morrow.

A Japanese newspaper dispatch from  
Manila says Mrs. Francis B. Harrison,  
wife of the Governor-General of the  
Philippines, with her two children, was  
on the Minnesota. Another newspaper  
dispatch published here says the  
steamer had 135 first-class passen-  
gers, mostly Americans, together with  
twenty-two second and forty-four  
third-class. The crew numbered 277.

After the steamer struck, a wireless  
call for assistance was sent out, and  
several vessels, including the Japanese  
cruiser Yakumo, responded. The  
cruiser found the entire crew of the  
Minnesota working desperately at the  
pumps.

Salvage vessels have been sent to  
the scene to lighten the cargo.

The Minnesota left Nagasaki on Sun-  
day morning for Kobe, Yokohama, and  
Seattle. She passed through the Strait  
of Shimoneki safely and was in the  
Inland Sea when the accident occurred.

## THE MINNESOTA APPEARS ONLY SLIGHTLY DAMAGED

SEATTLE, WASH., April 12.—Dis-  
patches to the Great Northern Steam-  
ship Company from Captain Carlisle,  
of the steamer Minnesota, reported  
ground off Yashima, Japan, say the  
ship appears only slightly damaged.  
Passengers and mail have been taken  
to Kobe.

Officials of the company say the  
Minnesota's grazing the sand in the  
Inland Sea is not unusual. This time  
she seems to have caught fast instead  
of only scraping the bottom.

The Minnesota is the largest mer-  
chant ship flying the American flag.  
She has a gross tonnage of 20,718, and  
is 622 feet long. She was built in New  
London, Conn., in 1904, and is a sister  
ship to the Dakota, which struck a  
rock at Shiraahama, forty miles from  
Yokohama, March 3, 1907, and became  
a total loss.

## SEEKS INJUNCTION AGAINST JITNEYS

(Continued From First Page.)

The tracks of your complainant are  
laid and its cars are operated, and  
have engaged by using said motors in  
the business of generally carrying pas-  
sengers for hire between points in the  
city of Richmond, and along the  
streets thereof for the fixed fare of 5  
cents for each passenger, and have held  
themselves out by advertisement and  
by notices on said cars to the public  
generally, to carry any persons desir-  
ing to ride in such cars between dif-  
ferent points in the city of Richmond  
for said fare, in exactly the same man-  
ner as such passengers are carried by  
complainant on its electric street rail-  
way cars.

## JITNEYS OPERATING WITHOUT SPECIAL FRANCHISE

"None of said defendants has ob-  
tained the consent of the corporate au-  
thorities of the city of Richmond for  
the conduct of the business in which  
they are engaged upon the streets of  
said city as provided by law, and no  
one of said defendants has complied  
with the provisions of the Constitution  
and laws of this State, a compliance  
with which is made a condition prece-  
dent to the right of said defendants or  
any of them to conduct said business  
on the streets of the city of Richmond  
in competition with your complainant;  
said defendants claiming, as your com-  
plainant is advised, that they are not  
required to comply with said constitu-  
tional or statutory provisions or to  
obtain the consent of the corporate au-  
thorities of the city of Richmond as a  
condition precedent to the conduct  
of their business.

"Complainant is advised and avers  
that the defendants, by operating jit-  
ney cars and other similar vehicles as  
general common carriers of passengers  
for hire along the streets of the city of  
Richmond without first obtaining the  
consent of the municipal authorities  
thereto in the manner prescribed by the  
Constitution and laws of the State of  
Virginia, are engaged in an unlawful  
use of said streets; that the business  
which they are undertaking to con-  
duct, being without authority of, and  
in conflict with the law, constitutes a  
common nuisance by which the com-  
plainant is specially damaged."

## BILL ENUMERATES SPECIAL DAMAGES

The bill proceeds to enumerate the  
special damages which the complainant  
is compelled to suffer as the result  
of the alleged illegal traffic, claiming,  
among other things:

"That by reason of this traffic which  
is carried on without authority the  
defendants are depriving the complainant  
of large amounts of revenue which it  
would otherwise receive from the  
conduct of its business.

"That defendant jitney companies, in  
their unauthorized use of the streets,  
are operating their cars upon that por-  
tion of the streets upon which the  
complainant's tracks are laid within  
the space between its tracks and the  
feet on either side, wearing out that  
portion of the streets which the com-  
plainant is required to maintain, caus-  
ing it great damage and requiring it to  
expend large sums of money in the  
discharge of its duties and in com-  
pliance with its franchise to maintain  
such portions of streets.

## OBSTRUCT STREETS AND BLOCK PUBLIC TRAFFIC

By that the unlawful operation of  
numerous cars on the streets on which  
the complainant is authorized and re-  
quired to operate its street railways,  
the defendants are unlawfully obstruc-  
ting the complainant in the discharge  
of its public duties, making it difficult  
to render the reasonably adequate, safe  
and convenient service required of it  
by franchise, increasing the difficulty  
of maintaining schedules, subjecting  
the complainant to heavy loss from ac-  
cident, and to the danger of heavy fines  
and penalties for failure to discharge  
its obligations as a public carrier in

accordance with its franchise require-  
ments.

The company avers, in its bill, that  
the business in which the two jitney  
bus associations are engaged is a "like  
enterprise" to that in which it itself  
is engaged, that both are common car-  
riers of passengers for hire, and that  
the defendants are not entitled to en-  
gage in the business on the streets of  
the city without having first obtained  
the consent of the municipal authorities  
in the manner described by law.

## LARGE AMOUNT OF STOCK IS OWNED IN RICHMOND

The complainant avers further that  
large sums of its stocks and securities  
are held by citizens of Richmond, ag-  
gregating many millions of dollars, and  
the holders of these securities have  
insisted that the complainant invoke  
the jurisdiction of the courts to pro-  
tect their legal rights in the premises,  
and to protect the property, business,  
and rights of the complainant from  
unlawful invasion by the defendants  
in the manner described.

The bill concludes:  
"Complainant avers that the loss in  
business and revenue and the damages  
lawful conduct of the defendants in the  
matters aforesaid, is very large and in-  
creasing daily; that immediate protection  
from the unlawful acts of the de-  
fendants is necessary to safeguard the  
property and rights of the complainant  
and the holders of its securities who  
have invested their capital therein; that  
complainant is advised that in many in-  
stances the defendants are persons or  
corporations of very limited, if any  
financial responsibility; that the names  
of many of said persons so unlawfully  
using the streets are unknown to com-  
plainant, and that it would be impossi-  
ble for complainant to obtain any re-  
dress for injuries that might be done  
by said persons to the property, busi-  
ness or rights of complainant and that  
the defendants be enjoined from the  
unlawful and wrongful conduct  
hereinbefore mentioned, which is re-  
sulting in large daily losses and injury  
to complainant, the damage done to  
complainant will be irreparable and  
complainant will be wholly without re-  
dress.

## COMPANY ASKS FOR RESTRAINING ORDER

In view of the circumstances just  
recited, the Virginia Railway and Power  
Company asks:  
"That the several parties defendant to  
this bill, their respective agents and  
servants, and all other persons acting  
for them or on their behalf, and all  
other persons who may hereafter be en-  
joined and restrained from operating  
automobiles, motor cars, electric or gas  
vehicles, or vehicles of a similar nature,  
upon and along the streets of the city  
of Richmond as general common car-  
riers of passengers for hire, and from  
engaging in an enterprise of generally  
carrying passengers for hire similar to  
that in which complainant is engaged as  
a street railway company, without first  
obtaining the consent of the municipal  
authorities thereto in the manner pre-  
scribed by the Constitution and laws of  
this State."

## VERDI'S REQUIEM THRILLS AUDIENCE

(Continued From First Page.)

with which instrumental players have  
met the efforts of local directors to  
lead them; and, therefore, the spirit of  
accord that they manifested last  
night in their subordination to W.  
Henry Baker, the accomplished di-  
rector of the club, was infinitely more  
than merely refreshing.

## DIFFICULT TO SPEAK TOO HIGHLY OF WORK OF CHORUS

Of the work of the chorus, and hence  
of Mr. Baker, it would be difficult to  
speak too highly. Given months of  
preparation for this particular work,  
the "Requiem," and years of study, both  
of the voice and of music, it was to  
be expected—the public had a right to  
expect—that the soloists engaged for  
the concert should sing well. They did  
sing well, most of them, and fuller  
mention will be made of them. The  
performance of the chorus last  
night was far more than an accomplish-  
ment—it was a distinct and notable  
achievement.

Although Verdi's "Requiem" adheres  
strictly to the missal text, and was sup-  
posed, as supposed, to have been written  
for use as a mass for the dead, it is in  
that opera master's most dramatic and  
colorful style. Passages of much in-  
tricacy abound throughout. There is,  
of course, a grateful abundance of  
melody; for it may be stated without  
intentional flattery, Verdi could hard-  
ly have written a page without melody.  
But it was written at about the same  
time that "Aida" was produced, when  
the composer's mind and hand were in  
intervals, phrases of uncommon accen-  
tuation calling into employment all  
the resources of the singers' range—all  
the resources of the orchestra. One of  
the hardest works to master that the  
club has ever attempted.

## CHORUS SINGS SOFT PASSAGES WITH GENUINE BEAUTY OF TONE

But master it did, and the result  
was literally inspiring. Not only did  
the chorus, comparatively small though  
it was in numbers—containing less  
than 150 voices—attack and release  
with remarkable precision, rendered  
doubly remarkable by the fact that,  
though attack and release are only a  
matter of counting, the matter of count-  
ing eighth and sixteenth notes is not  
all in the day's work for amateur sing-  
ers, but it sang soft passages with  
genuine beauty of tone. And, more  
than that, it proved that it could sing  
page after page without accompani-  
ment, and still remain on pitch—a  
thing that many an opera and concert  
singer is unable to do.

It divided itself into a double choir  
and sang a fugue that would trouble  
many a professional organization; it  
managed to soar above the whole  
power of the orchestra at times, though  
at other times, it must be confessed,  
it was almost inaudible—owing, it would  
seem, to the weakness of all the divi-  
sions as compared with the soprano  
choir, which choir in itself was natu-  
rally insufficient to carry tones in the  
scale through the volume of sound of  
the orchestra playing forte.

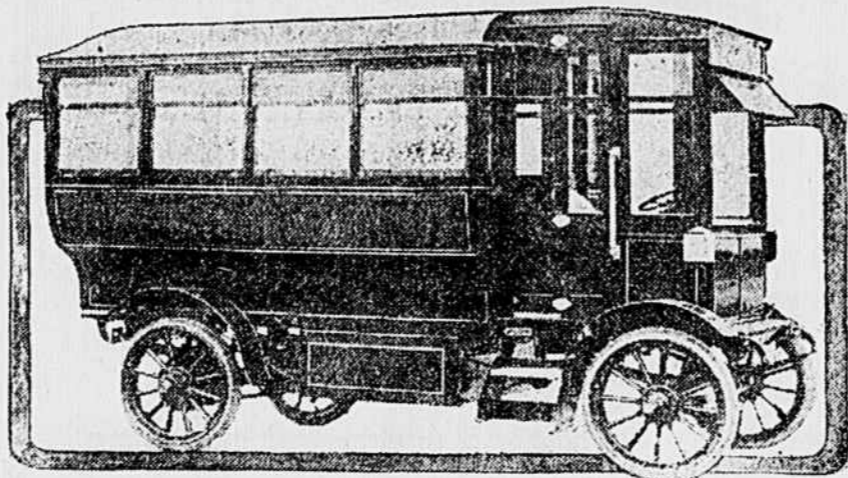
And, when it sang with the soloists,  
as it did again and again, Mr. Baker  
was enabled to make it sing with them;  
not against them, or over them, but  
with them. Rarely has anything finer  
in chorus singing been heard in Rich-  
mond than the work of the Wednesday  
Club choir in the closing measures of  
the "Libera Me" to mention only one of  
a dozen notable bits.

## MUSIC SELECTED WAS THRILLING AND IMPRESSIVE

It is quite impossible to take up the  
work as a whole, or even in part, ex-  
cept to say that noatorio, no cantata,  
no service, nor any opera—and it par-  
takes of the nature of all of them—  
could well contain within like limited  
bounds more thrilling, more impressive  
or more beautiful passages. Little of  
it is churchlike to our ears, attuned as  
they are to music less glowing, less dra-  
matic, yet all of it might well have been  
inspired.

Of the four soloists, Florence Hinkle,  
the soprano, and Mildred Potter, the  
contralto, quite outshone Dan Beddoe,  
the tenor, and Herbert Witherspoon, the  
bass. Miss Hinkle, though a concert  
and oratorio singer—of high renown, it  
is true—sang with the utmost fervor  
and with striking effectiveness what is  
a typical dramatic soprano role. Though  
she rose to the heights above the treble  
clef with the greatest ease, singing sev-  
eral high C's that would have sufficed  
an Aida in power and force, she dis-

## Richmond's Newest Type of Jitney Bus



This is a picture of the electric motor bus that will be put into com-  
mission to-day by the Virginia Railway and Power Company to compete  
with the jitneys for the business of carrying passengers by automobile at  
5 cents apiece. The bus will be on the streets to-day for a try-out, but will  
not begin the regular hauling of passengers until to-morrow.

"The vehicle does not belong to the Virginia Railway and Power Com-  
pany," said President Wheelwright yesterday. "It has been sent to us by  
the manufacturers, with the request that it be tested to see if this form of  
vehicle meets the demand for bus service in Richmond."

played a low voice rarely possessed by  
a lyric soprano, while on the other  
hand, she sang very high tones—B-flat  
and B—in a pianissimo that Alma  
Gluck might well envy.

Miss Potter, too, sang superbly. A  
pure contralto, so pure a contralto that  
often her voice sounded like that of a  
tenor, she showed the same musician-  
ship that marked Miss Hinkle's work,  
and at the same time a highly dramatic  
quality in her performance. When the  
two sang together—notably in the  
"Agnus Dei," when they were an octave  
apart throughout—the blended tone was  
wonderfully beautiful.

Mr. Beddoe, who sang Samson here  
some years ago, was pleasing enough,  
and Mr. Witherspoon, whose upper voice  
seemed not in best shape, sang the  
quartet, trio and duet parts admirably.  
The programs for this afternoon and  
to-night follow:

**Matinee, 2:30 O'Clock.**  
Soloists—Emilio de Gogorza and  
Miss Florence Larrabee.  
Overture, "The Marriage of Figaro".....Mozart  
Aria, "Dieux Impitoyables".....Gluck  
Gogorza.  
Symphony No. 5, in C Minor—Beethoven  
Concerto No. 3, in D Minor—Rubinstein  
Miss Larrabee and Orchestra.  
Aria, "Promesse de mon Avenir".....Massenet  
Gogorza.  
"Invitation a la Valse".....Weber  
To-Night, 8:15 O'Clock.  
Soloists—Emmy Destinn, Johannes  
Sembach and Margaret Ober.  
Overture, "Die Meistersinger".....Wagner  
"Spring Song," from "Die Walkure".....Wagner  
Sembach.  
Aria, "O don Fatale".....Verdi  
Madame Ober.  
"By Babylon's Wave".....Gounod  
The Chorus.  
"Die Lorelei".....Liszt  
Emmy Destinn.  
(a) Valse Triste.....Sibelius  
(b) "Finlandia".....Sibelius  
The Orchestra.  
"Judge Me, O God".....Mendelssohn  
The Chorus.  
Aria, "Celeste Aida".....Verdi  
Sembach.  
Aria, "O mio Fernando".....Donizetti  
Madame Ober.  
Senta's Ballad, "The Flying Dutch-  
man".....Wagner  
Emmy Destinn.  
"Hallelujah Chorus".....Handel  
The Chorus.

## AVIATOR KILLED IN FALL

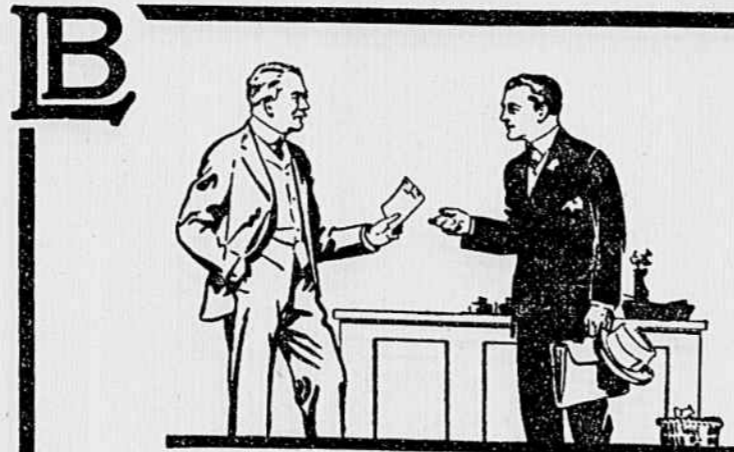
Cecil Malcolm Peoli Plunges 300 Feet  
While on Test Flight.

WASHINGTON, April 12.—Cecil Mal-  
colm Peoli, an aviator, twenty-two  
years old, was killed at College Park,  
Md., to-day while making a test flight  
in an aeroplane of his own invention,  
which was said to have been the first  
in the United States. The cause of the  
accident—a plunge of 300 feet—has not  
been determined.

Peoli was the first man to fly across  
the Andes Mountains.

## Condition Is Improved.

The condition of George L. Yeager,  
Richmond's oldest hotel clerk in point  
of service, who has been critically ill  
with pneumonia, was much better yes-  
terday. The attending physicians be-  
lieve that the patient has passed the  
danger point, and that his recovery is  
assured unless he suffers a relapse.



"Guess I'll stick to L. B."

In trying to get an order, a competitor offered  
to make an allowance for Library Bureau  
filing cabinets and desks the customer was  
then using. These—all mahogany—had  
been bought six and a half years before.

The offer placed so high a value upon L. B.  
equipment that the customer decided L. B.  
was the only kind for him.

The old cabinets and desks are still faithful  
to their trust—and a new lot of L. B. equip-  
ment has been added, stacked right up  
against the old.

So, again, it is year-in, year-out usefulness  
which actually proves the value of L. B.  
equipment. Service puts "first cost" into  
the "exceptionally reasonable" column.

Call, 'phone or write for prices.

## Library Bureau

Manufacturing distributors of  
Card and filing systems. Unit cabinets in wood and steel.  
Mutual Building, Richmond

## HARRISON LINER HITS MINE OR IS TORPEDGED

Steamer Wayfarer Badly Damaged  
by Explosion While Off  
Selly Islands.

## ALL ON BOARD BELIEVED SAVED

Launching of Lifeboats Is Hazardous,  
but 120 Men Are Safely Trans-  
ferred to Collier—Ship Is Being  
Towed to Queenstown.

QUEENSTOWN, April 13 (2:32 A. M.).  
—The Harrison Line steamer, Wayfarer,  
is on her way to this port in tow of the  
steamer Framfield. She was badly dam-  
aged by an explosion on Sunday while  
off the Selly Islands.

Last night the Wayfarer was  
thirteen miles off Queenstown harbor,  
and it was expected that several hours  
would elapse before she reached port.  
The first report that the Wayfarer had  
been hit was erroneous. It is re-  
ported that her rudder was blown away  
by a torpedo or mine, and consequent-  
ly there is much difficulty in navigating  
her. According to the latest informa-  
tion no lives were lost.

## NO SUBMARINE SEEN BY PEOPLE ON WAYFARER

FALMOUTH, April 13.—Survivors of  
the steamer Wayfarer landed here say  
that shortly after 3 o'clock Sunday  
afternoon, when about 100 miles off  
Selly Island, as passengers and crew  
were about to undergo a lifeboat prac-  
tice, a terrific explosion occurred, seem-  
ingly in the steamer's hold.

No submarine was seen either before  
or after the explosion, and it could not  
be said whether the explosion was  
caused by a mine or a torpedo.

Orders were given for the launch-  
ing of the boats, but a choppy sea de-  
layed operations, and the task was a  
hazardous one. The men at the oars  
pulled about for two hours before a big  
collar was sighted, and the boats  
reached her after a hard struggle. Later  
120 men were transferred from this  
collar to the Newlyn, and the collar  
then took the Wayfarer in tow for  
Queenstown.

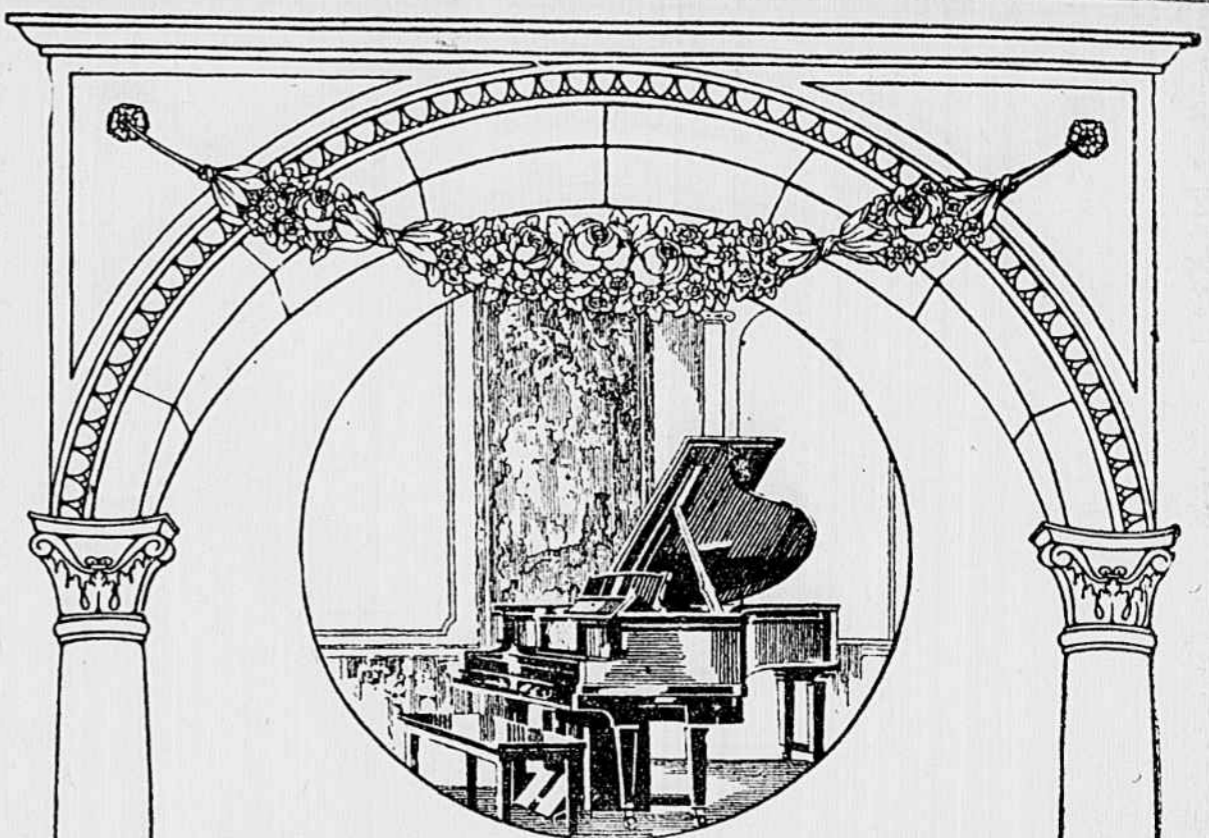
## EXPLOSION WRECKS TOWN

Aberdeen Paper Gets Report, but no  
Details From Lerwick.

ABERDEEN, SCOTLAND, April 13.—  
The Free Press publishes the follow-  
ing from Lerwick:  
"A terrible explosion has occurred.  
Harbor Street was wrecked and many  
lives were lost. No details are ob-  
tainable as yet."

Lerwick is situated on the east coast  
of Mainland, Shetland Islands. It is  
defended by an old fort dating from  
the time of Cromwell, and is one of  
the chief stations in Scotland for the  
royal naval reserve.

Lerwick is the capital of the Shet-  
land archipelago.



## A Continuous Music Festival

The Wednesday Club Music Festival can occur only  
once a year, but you can have a Music Festival—right in  
your home—every day of the year if you own one of our  
high-grade musical instruments—a Piano, a Pianola or a  
Victrola.

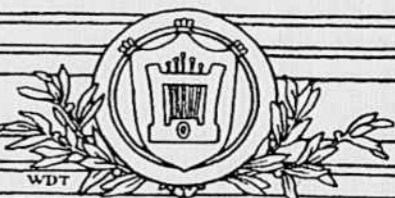
For more than a third of a century the Walter D. Moses  
store has been Richmond's headquarters for the best of  
everything musical:

Steinway Pianos Pianola Pianos Victrolas

We ship Pianos and Victrolas everywhere and guar-  
antee satisfaction. Easy payments to suit your conveni-  
ence. Write for catalogs if you cannot call.

Walter D. Moses & Co.  
103 East Broad St.

Oldest Music House in Virginia and North Carolina.

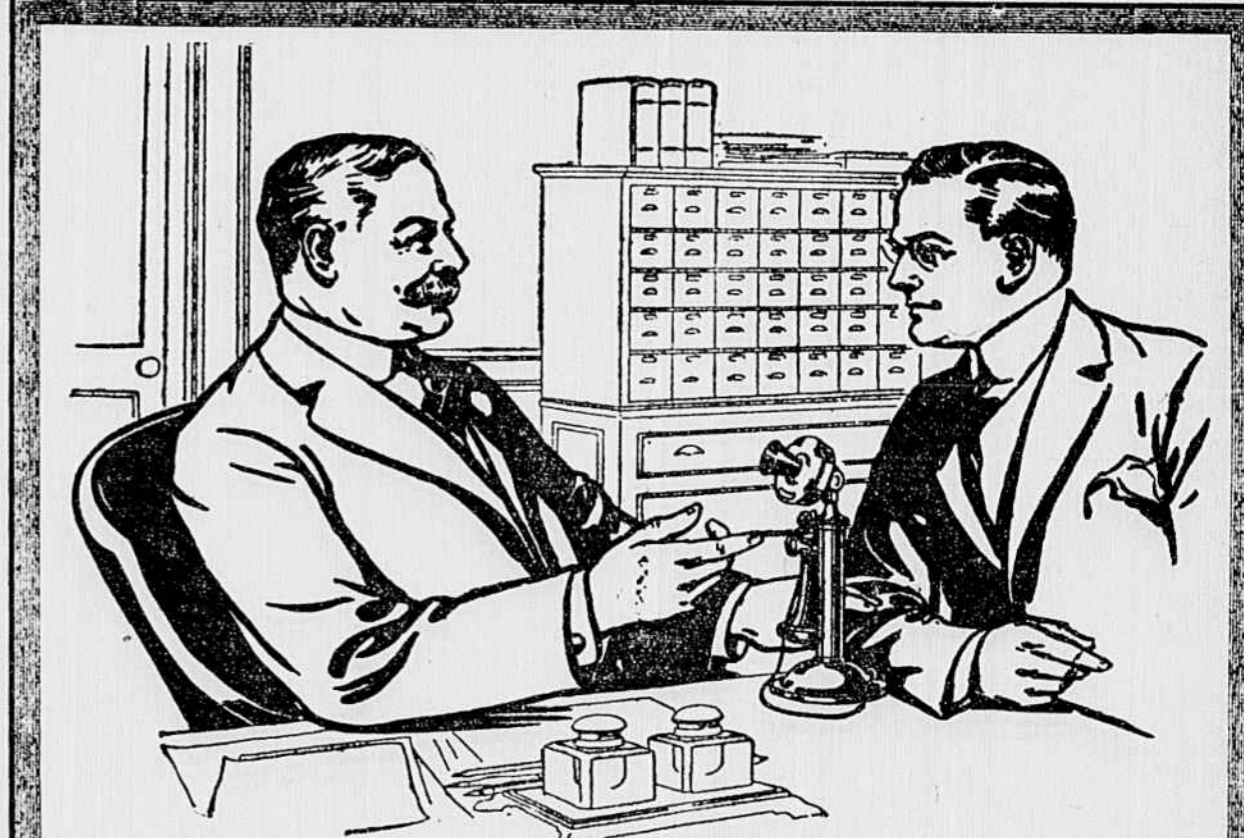


M. ROSENBLUM & SON  
1430 East Main Street.

Right Furniture at Right  
Prices. Easy payments make it  
easy for you to own useful furni-  
ture.

**Tybert's**  
RETIRING SALE

USE  
EATMOR  
BREAD  
Pure and Wholesome



## Start Something—By Telephone

**D**ON'T talk about "hard times" and "dull business." Business  
is often what you make it. It is up to you to start something  
and one of the best ways to do so is by telephone.

Not just a temporary start and then a relapse into the old in-  
activity but a sure-enough working plan for increasing business by  
telephone. Not only for getting the business, but for handling the  
business you have with greater ease and at less expense.

This is not a plea to you to install more telephone equipment  
but to utilize that which you have to your best possible advantage.

We are at your service.

If your business is not quite up to normal, why not  
get busy at your Telephone and talk up your trade?



The Chesapeake and Potomac  
Telephone Company  
OF VIRGINIA